

F I N A N C I A L S T R A T E G I E S

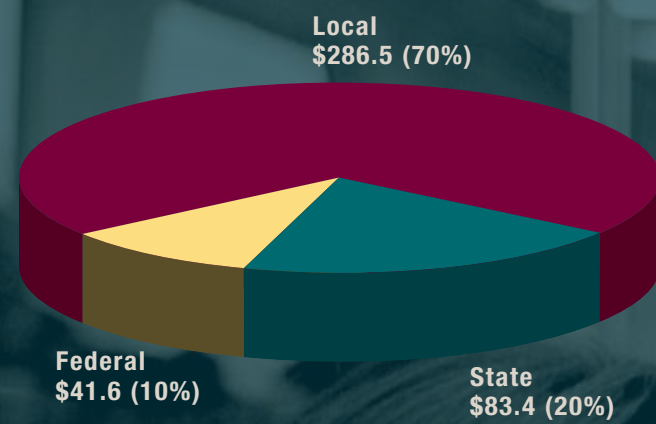
The SCAG Region is expected to generate \$411.4 billion in existing revenues through 2035 to invest in our multimodal transportation system. However, the projects and strategies identified in this Plan will cost \$531.5 billion. Major costs include capital projects such as new highways and new transit, operations and maintenance needs, and debt service.

As a result, Southern California faces a \$120.1 billion transportation funding shortfall. The Plan outlines new alternative funding sources and innovative financing strategies to bridge the gap. These include:

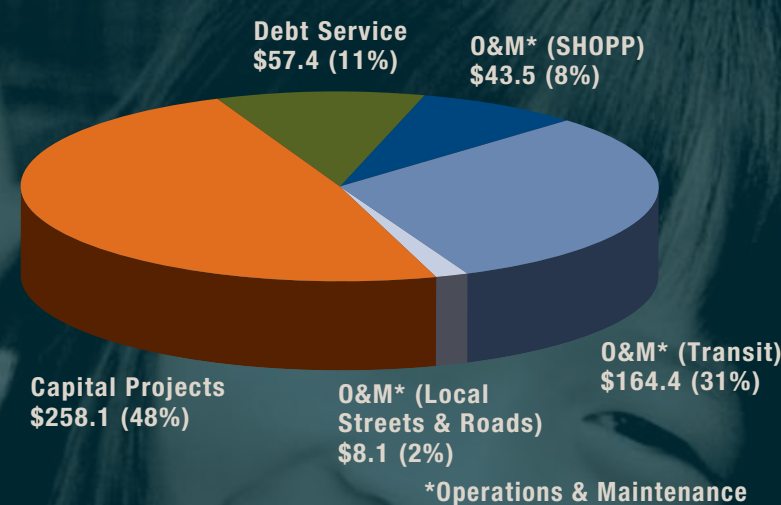
- **Value Capture Strategies:** These strategies refer to capturing the incremental increase in land value generated by transportation investments through the formation of special districts, joint development, and/or tax-increment financing.
- **Local Option Sales Tax Extensions:** Half-cent sales tax measure extension for Imperial County (existing Measure D expires in 2010).
- **User Fees (Tolls, Container Fees, and Fares):** Toll revenues generated from the SR-710 tunnel, I-710 dedicated truck lanes, High Desert Corridor, and CETAP Corridor; charges imposed on container cargo moving through the Ports of LA/LB; fares generated from a High-Speed Regional Transport system.
- **State & Federal Gas Excise Tax Adjustment:** An additional ten cent per gallon gasoline tax imposed by the state and federal government starting in 2012 to maintain historical purchasing power.
- **Private Equity Participation:** The 2008 RTP assumes a significant share of private capital to help finance the region's surface transportation needs. For a number of projects (mainly toll facilities) with strong cash flow generation potential, it is assumed that a public private partnership framework would be utilized for implementation.

Notes: All figures shown are in nominal dollars. Numbers may not add due to rounding.

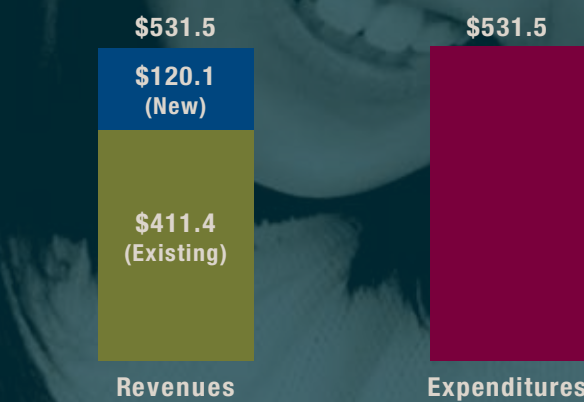
REVENUES FROM EXISTING SOURCES: \$411.4 BILLION



EXPECTED COSTS: \$531.5 BILLION



FINANCIAL SUMMARY



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Success in transportation and transportation planning is about **making the connections**.

Connections from county to county and city to city. Connections between trucks and trains, and bikes and buses. Connections between transportation and land use, travel choices and the environment, investments and benefits.

The 2008 Regional Transportation Plan (RTP), developed and updated every four years by the Southern California Association of Governments (SCAG), connects the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties to a future vision in which innovative solutions address the daunting challenges we face today.

P L A N P E R F O R M A N C E H I G H L I G H T S (2035: Plan vs. No Plan)



Download the RTP, request a presentation to your group, or take our transportation survey at <http://scag.ca.gov/rtp2008>

MAINTENANCE

INTEGRATED

TRAVEL DEMAND

MAXIMIZING

\$8 billion
OF NEW FUNDING

INTEGRATION OF
LAND USE AND
TRANSPORTATION
PLANNING

CARPOOLS & VANPOOLS
BICYCLING & WALKING

INTELLIGENT
TRANSPORTATION
SYSTEMS (ITS)

& PRESERVATION

LAND USE

MANAGEMENT

PRODUCTIVITY

KEY PROJECTS

HIGHWAY

- 1 SR-710 Gap Closure**
New tunnel to close the Route 710 gap from Valley Blvd. to California Blvd. and Pasadena Ave.
Cost: \$4.6 billion Year of Completion: 2020
- 2 High-Desert Corridor**
New tolled freeway from I-5 to US-395
Cost: \$7.0 billion Year of Completion: 2030
- 3 CETAP Corridor A**
New tolled freeway connecting Western Riverside County and Orange County
Cost: \$11.9 billion Year of Completion: 2035
- 4 Dedicated Lanes for Clean Technology Trucks***
New lanes along I-710 from Long Beach to Intermodal Railroad Yards in Commerce/Vernon
Cost: \$8.2 billion Year of Completion: 2020

TRANSIT

- 5 High-Speed Regional Transport System-Freight Spur***
New freight system from Ports of LA/LB to Hobart Yard
Cost: \$17.9 billion Year of Completion: 2020
- 6 Metrolink Extensions in San Bernardino and Riverside Counties**
New extensions on the San Bernardino Line from 4th St./Mt. Vernon to Redlands; and the Perris Valley Line from Riverside to Perris, Perris to San Jacinto, and Perris to Temecula
Cost: \$1.4 billion Year of Completion: All by 2030
- 7 Metro Rail Extensions-Gold, Green, and Purple Lines**
New extensions of the Gold Line from Pasadena to Azusa-Citrus, Azusa-Citrus to Montclair; the Green Line to LAX; and the Purple Line from Wilshire/Western to La Cienega
Cost: \$3.8 billion Year of Completion: All by 2030
- 8 Metro Expo Line**
New light rail line from Downtown LA to Culver City, and Culver City to Santa Monica
Cost: \$2.5 billion Year of Completion: Both phases by 2018
- 9 Orange County Bus Rapid Transit (BRT)**
New BRT lines with signal priority from Brea Mall to the Irvine Transportation Center; on Harbor; Westminster/17th; Katella; Edinger; Beach; and La Palma
Cost: TBD Year of Completion: All lines by 2018
- 10 San Bernardino County Bus Rapid Transit (BRT)**
New E Street Transit Corridor from San Bernardino to Loma Linda
Cost: \$253 million Year of Completion: 2018
- 11 Riverside County Bus Rapid Transit (BRT)**
Moreno Valley BRT from Corona to Moreno Valley with signal priority and automated travel information at 15 bus stops; and new Coachella Valley BRT on Highway 111
Cost: \$22.7 million Year of Completion: 2018
- 12 High-Speed Regional Transport System-Passenger System**
New high-speed system connecting LAX, West LA, LA Union Station, West Covina, Ontario Airport, and Anaheim for faster people movement and to support regional airport decentralization
Cost: \$33.1 billion Year of Completion: 2020

*Key Goods Movement Projects

Notes: All figures shown are in nominal dollars.

Project completion year represents the Plan network year for which the project was analyzed for the RTP modeling and regional emissions analysis.

HIGHWAY

TRANSIT

